Interim Charge 2: Study the state's transportation and road safety efforts in support of the Texas Transportation Commission's goal of ending traffic deaths in the state by 2050. Identify the most dangerous roads and transportation corridors in the state and determine opportunities to reduce high rates of traffic accidents and fatalities in these areas. Make recommendations to improve policies, funding strategies, program development, and agency coordination to ensure continuous improvements to road safety.

The Texas Highway Patrol continues to pursue its strategic mission "To secure and maintain order in traffic on highways of assigned responsibility within existing regulations to make the use of those highways safe and expeditious." In response to the Transportation Commission's goal, the Division is working to utilize evidence or data-driven analysis of historical and current traffic trends to determine how to best deploy assets on roadways for which it holds law enforcement responsibility.

To accomplish this, THP Regional and District commanders apply traffic and enforcement data analytic products from the THP Highway Safety Operations Center (HSOC) as well as expert knowledge at a local level for the assignment of their personnel's patrol duties. These products utilize crash data information gathered from the Texas Department of Transportation's (TxDOT) Crash Records Information System (CRIS) and THP traffic enforcement databases to provide interactive business intelligence dashboards for leadership to determine their local patrol needs. The dashboards provide the frequency and location of crashes within a geographic area by displaying that information in maps, graphs, and tables. These visualizations are presented by year, month, day of week, roadway system, and time of day, among other relevant information so that assets can be deployed in areas at the times when serious injury or fatality crashes are most likely to occur.

Additionally, the Department regularly works in partnership with other traffic safety stakeholders such as TxDOT, Texas A&M Transportation Institute (TTI), Department of Motor Vehicles (DMV), National Highway Transportation Safety Administration (NHTSA) as well as county and city law enforcement to seek ways to reduce serious motor vehicle crashes. As an example, the THP HSOC is currently planning a traffic enforcement study with TxDOT and TTI. The intent is to deploy federally funded traffic-data collectors along IH-35 in the Waco District to study the resonating effects of concentrated patrol efforts. The objective is to place the data collectors along lengths of IH-35 to capture the effects of multiple marked law enforcement patrol units conducting traffic stops within that road length. The desire is to determine the duration of the driving-behavioral effect that this conspicuous patrol effort has along both directions of travel within that zone. The desired outcome is to produce a data-driven traffic enforcement method, which can positively influence driving behavior to better comply with posted speed limits.

It is through the regular cooperation of traffic safety stakeholders, both governmental and private sector, that new ideas and processes are developed for the intent to achieve zero deaths by 2050.

- Agency policies should encourage inter-agency traffic safety analysis, with the intent to reduce the duplication of effort in certain roadway assessment products.
- Establish collaborative workgroups comprised of those agencies whose responsibilities include Education, Engineering, and Enforcement, meeting to create beneficial resolutions for mitigating the risk fatality crashes for specific problem areas. (localized not generalized)

- Implement data-driven traffic safety programs and periods, coordinated in conjunction with smart, targeted, and meaningful public safety awareness messages and campaigns to encourage safe driving behavior